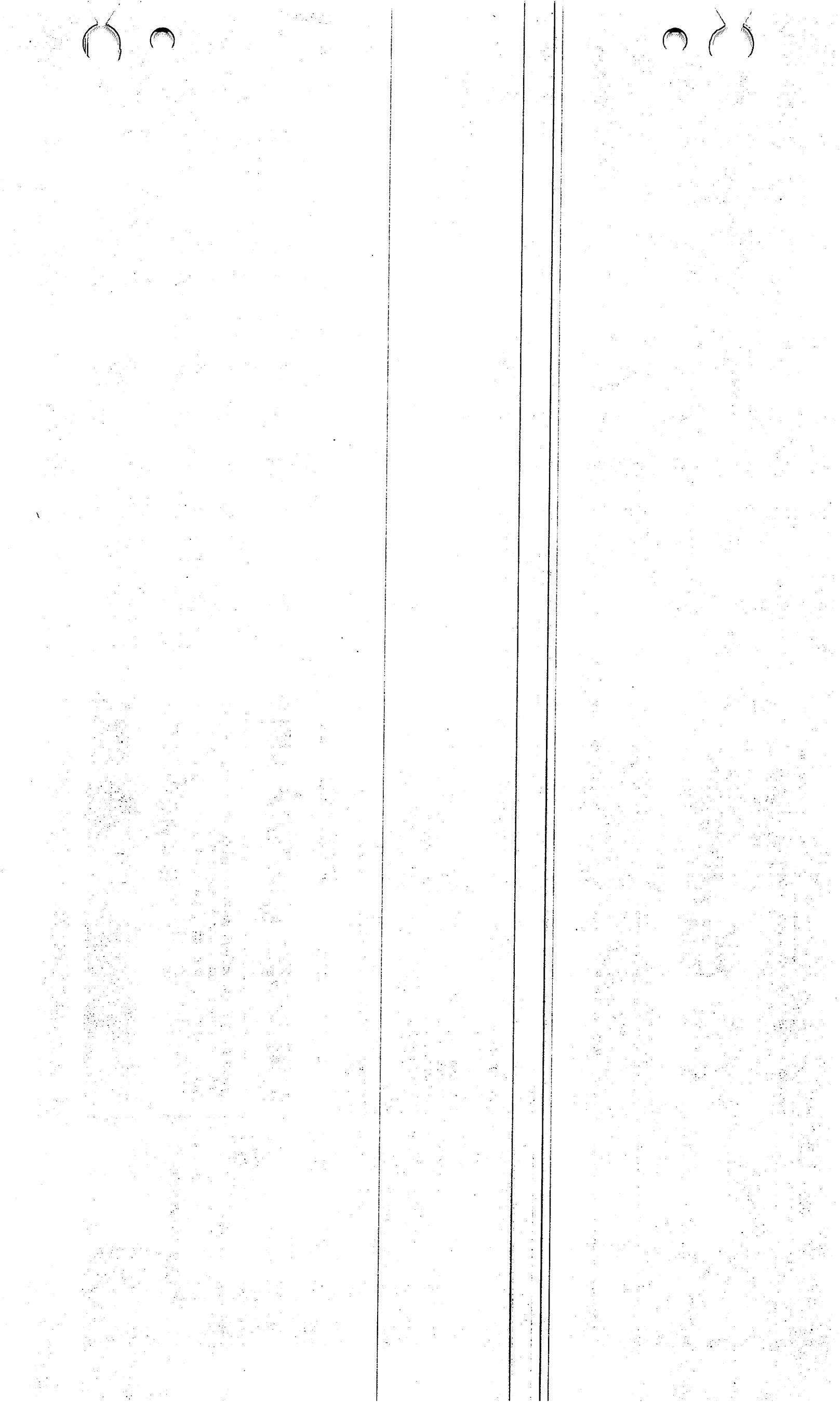


Herald Photo/Andrew Holloway
Trooper Al Christensen surveys damage at a one-car accident ⁱⁿ near Provo Canyon Thursday.
Near Murdock Dam
8-3-90



Restrict canyon trucks

Sep 1990

Editor:

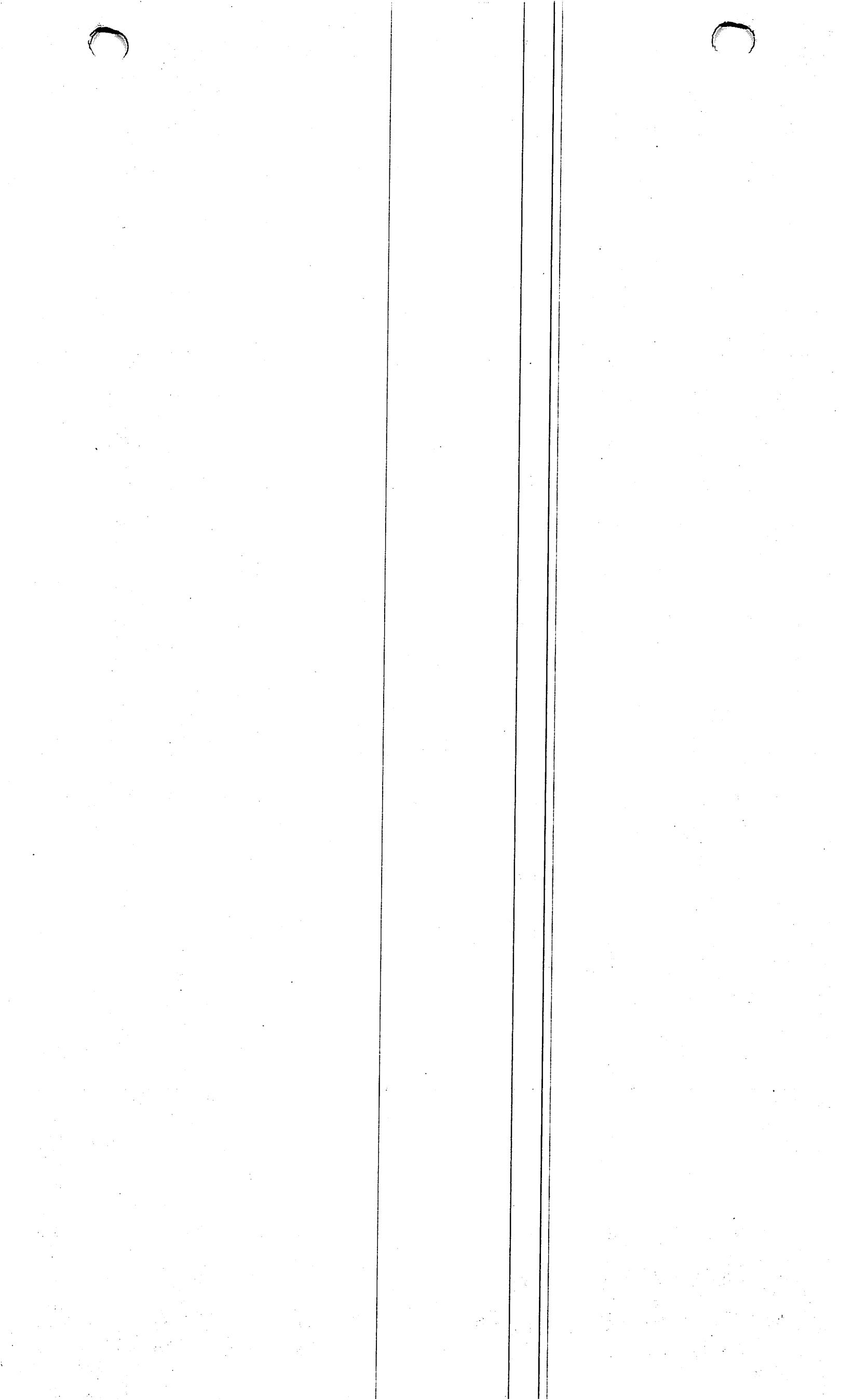
Over the last three years, I have served as a member of the Provo Canyon Parkway Committee. This committee was organized by the county commissioners to work in conjunction with the Utah Department of Transportation to guarantee that the integrity of Provo Canyon would not be destroyed with the development of the new highway. Hundreds of hours have been spent working with various landscaping firms to determine what could be done to improve those areas of the canyon in which the highway has already been built.

In my involvement with the committee and UDOT, I have witnessed first-hand UDOT's commitment to accomplish the completion of a safer road while they maintained the beauty of Provo Canyon. We should acknowledge the efforts of UDOT. True to their word, they have been committed to relandscaping, territorial re-vegetation, the establishment of parks along the course of the parkway, and to the building of federally-approved barricades and roadside guards for the safety of all canyon traffic.

While UDOT should be applauded for their efforts in the beautification of the canyon, we should also hold their feet to the fire with respect to the implementation of a policy restricting interstate truck traffic. UDOT is dragging their feet when the topic of truck traffic restrictions is raised. Unfortunately, Provo and Orem are likely to be the only two cities in the state which have the unique problem of trucks using their downtown areas as a major thoroughfare.

I believe strongly in a focused and well-defined policy for truck traffic in Provo Canyon. The creation of this policy would permit only those trucks with a Wasatch Front destination to use the parkway. This will benefit the citizens of Utah County in several ways. First, it will assist in making the parkway a safer, more convenient route for those automobiles traveling through the canyon. Secondly, it will eliminate the vast numbers of trucks using local roads and aid in the fight for cleaner air. Lastly, the downtown roads in Utah County will be less congested and safer.

James T. Young
Provo



the state parents in Thad court-app end the she may uthorizes

heavens of our lives. Though brilliant, her flight was terribly short-lived. But she left a flaming trail, a legacy that I do not think will be shortly forgotten."

Teel was not in court. His clerk, who handed out the ruling, said the judge would have no comment.

A 1988 ruling by Teel's on behalf of the parents was overturned. The case then went to the U.S. Supreme Court.

In its first right-to-die case, the nation's highest court said in June that Missouri could require "clear and convincing" proof

Bagby, director of Health, signed an affidavit, the court's order,

Bagby said he last week and "I" had in serious condition with a broken leg and head and arm fractures.

Earlier, Cruzan by the ordeal.

"There's been been through Y so up so

Tidwell, who was alone in the vehicle, had to be cut out of the wreckage by rescuers. He was listed

in good condition at the Provo

medical center.

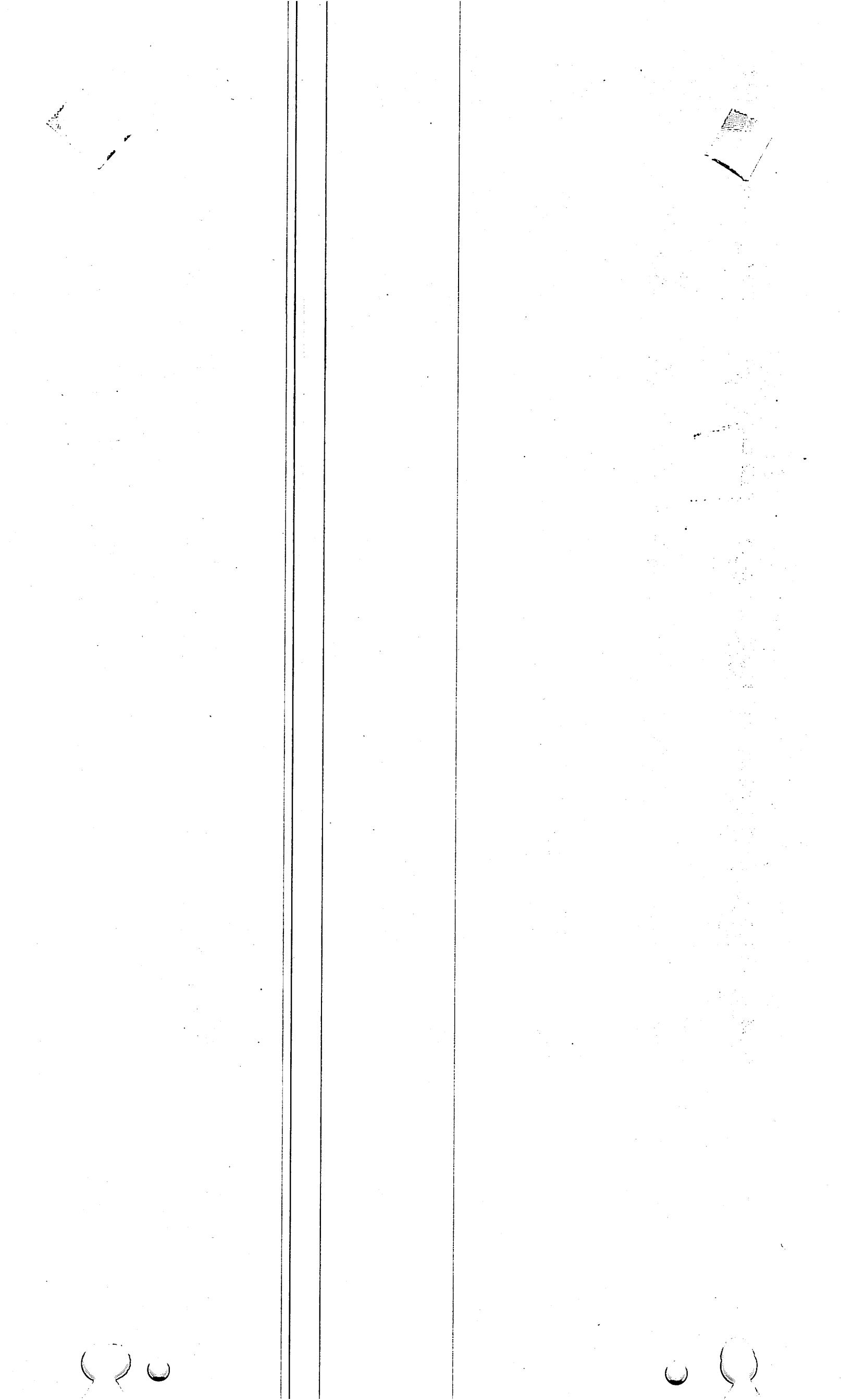
Orem Public Safety Officer Jack Garner said the collision occurred after a westbound 1987 Nissan Stanza driven by Dramaun Tidwell, 20, of Provo, slid on ice into the

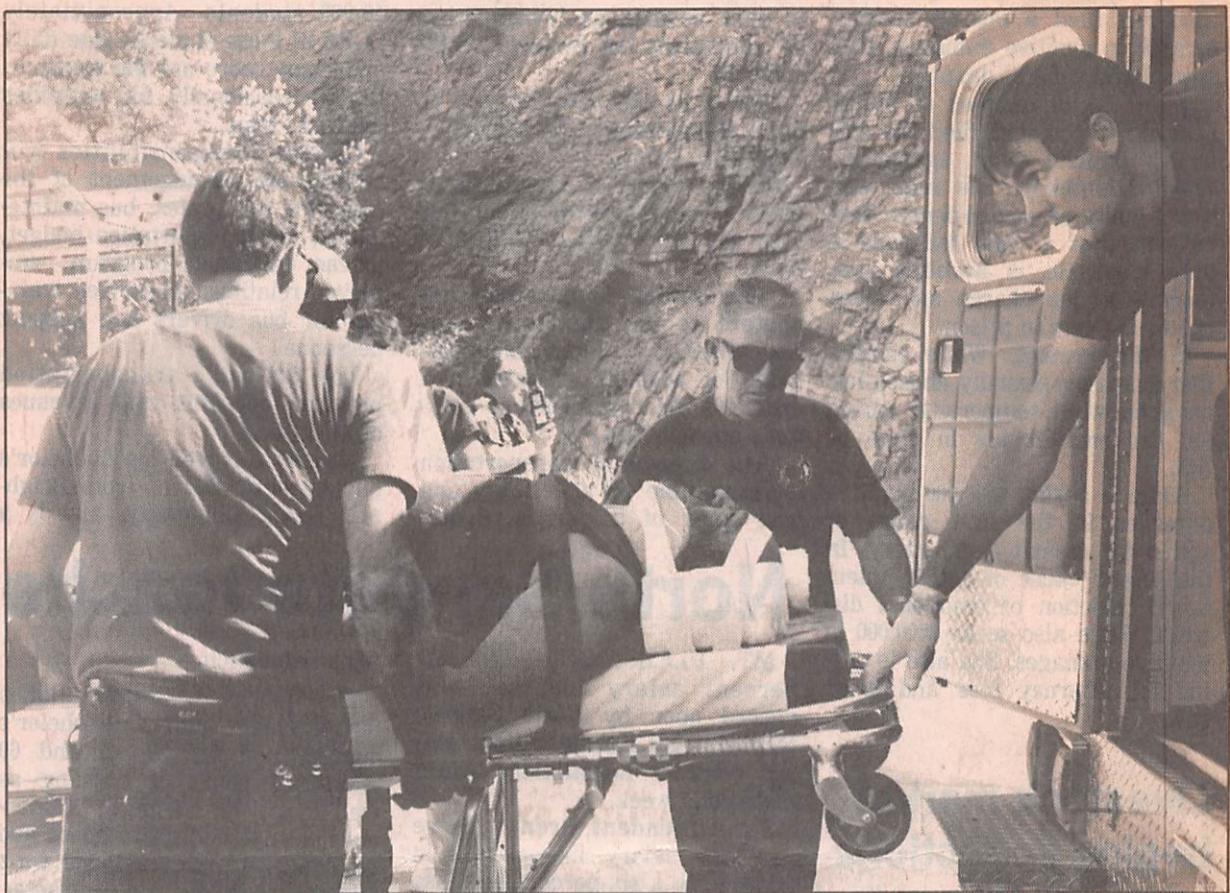
Canyon accident leaves three critical

Rescue workers work on extricating Ross Kerton (in vehicle) after an accident in Provo Canyon. Five people were injured.
Herald Photo/David Dahl



Page A1 THE HERALD, Provo, Utah, Saturday, December 15, 1990





Herald Photo/Justin Thomas

Rescue workers put James King into an ambulance Tuesday after he was critically injured when his truck rolled into the Provo River.

Truck driver in critical condition

By KEVIN NIENDORF
Herald Staff Writer

A 46-year-old Salt Lake City man escaped death Tuesday after the large diesel truck he was driving overturned into the Provo River while rounding a curve near the Claim Jumper Restaurant.

A hospital spokesperson said James King was in critical condition with several injuries, including a broken back.

A Utah Highway Patrol Trooper said King was driving the Freightliner semi-truck, carrying approximately 50 cast-iron pipes, when it overturned into the river, then landed upright.

According to at least one eyewitness, King may have been traveling too fast.

"It looked like he was going a little fast," said 18-year-old Lance Craig, of Orem, who works at the Claim Jumper. "He

put his brakes on coming around the corner and it started to slide. If he hadn't hit those rocks he would have landed upside down."

Another eyewitness, 33-year-old Dick Peterson, of Pleasant Grove, was fishing in the Provo River when he heard the semi coming toward him.

"It was making a big screeching noise, and when I looked up, it was coming right at me," said Peterson. "I didn't think there was any way of getting out of the way."

Peterson said while trying to get out of the river, a log, struck by the truck, was knocked into the back of his right leg which shoved him forward.

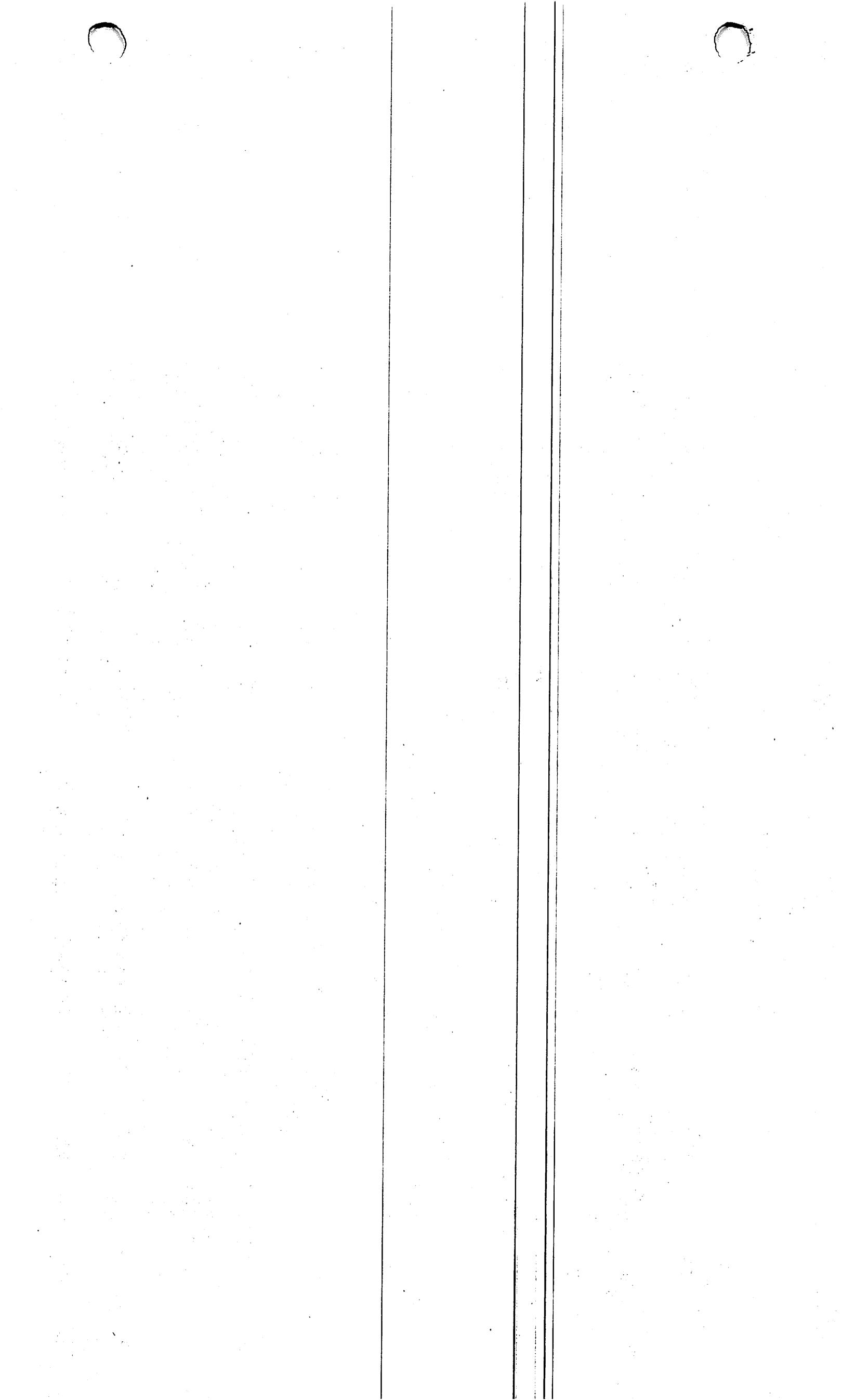
"I stripped off my fishing gear and tried to assist him the best I could until the ambulance arrived," said Peterson. "He was coherent, and said he thought his neck was broken. He said he

couldn't feel anything below his neck."

Firefighters, paramedics and officers from Provo arrived within minutes after the 2:35 p.m. incident. UHP troopers and Orem Police also responded. They used jaws-of-life tools to cut open the truck's cab and pull King from the wreckage, which took nearly an hour.

BURGLARIES — Provo Lt. Craig Geslisen reported two residential burglaries Tuesday night. At 3171 Piute Drive, \$6,500 worth of computer equipment was taken. At 2112 N. 1060 West, \$2,100 worth of personal property was taken. There were no signs of forced entry in either burglary.

THEFT — Orem Detective Gerald Nielsen reported a brown saddle was stolen Monday night from the back of a pickup at 800 W. 500 North, Orem. It is valued at \$1,000.



Opinions diverse on Provo Canyon traffic issue

By ROBB HICKEN
Herald Staff Writer

Almost four and a half hours of testimony was taken Thursday night on closing Provo Canyon to truck traffic.

Utah Department of Transportation commissioners heard from residents, truck owners and state and local officials during a public hearing held at Mountain View High School. More than 170 people were in attendance.

Transportation board chairman Sam Taylor responded to a question from the audience saying, "I don't think we have a legal or moral right to ban any vehicle from a

highway."

He added that the board recognizes the problems that exist with Utah Valley's traffic.

"If a motion is made to have trucks banned, and if it fails, it'll be a long, long time before it comes up again," he said. "And if it passes, then we'll end up in court the very next day."

As part of the hearing, a study prepared by the UDOT for Highway 189 was presented to the audience. The figures used in the presentation were those gathered in a week-long study in March of this year.

It showed the number of inter-

state and intrastate trucks which used the Provo Canyon, the number of accidents, and the air pollution and noise results.

Provo Mayor Joe Jenkins gave a slide presentation and spoke about

having trucks pass through downtown Provo.

He said the board needed to remember three things — that there is an alternative route truck traffic can use, that this ban would preclude solely non-destination truck traffic, and that Provo already has

an air quality problem.

"We've made a commitment to try to do something with the carbon monoxide problem in Utah Coun-

ty," he said.

Orem Mayor Joyce Johnson said that Orem also opposes interstate truck travel along 800 North in Orem.

If truck traffic must pass along 800 North, Johnson suggested that UDOT install computer-monitored lights, establish speed limits and controls and conduct regular street

vacuuming.

"You must provide appropriate pedestrian and vehicular separation," Johnson said.

Provo School District Superintendent Kay Laursen presented a resolution, and said, "It's not the

(See TRAFFIC, Page A2)

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g-27-91

(Continued from Page A1)

board's desire to stop all truck traffic from coming into the area."

Duchesne County Commissioner Clinton Petros said the problem with Provo Canyon has been a lack of planning from the beginning.

"The traffic problem in Utah County has been a joke for years and years," he said.

Linda Lee Trotter, representing the PTA and one of the original

presenters for a ban on trucks in the area, said it was never intended to keep all trucks from the canyon, only those not stopping for deliveries in Utah County.

"We've never wanted the canyon restricted to those who come down to Provo to shop and work," she said. "Safety is the main concern. Safety for the children who attend schools near University Avenue and 800 North in Orem."

Residents from Orem and Provo spoke to the problems of pollution, noise and traffic.

Joseph Cannon said truck traffic should be eliminated because "we live in the second largest metropolitan area in the state and you are talking about the two main arteries

to these two communities."

Paul Cox, a Provo resident, said, the data presented by UDOT was flawed and biased.

"This issue has been a design issue from the beginning," he said.

Salt Lake County resident Norm Simms said, "We're concerned about the representation that's been made tonight that they want to transfer the problems from their county to somewhere else."

Carol Mills of Salt Lake City said the banning of trucks "equals discrimination against Salt Lake, Summit County and truckers."

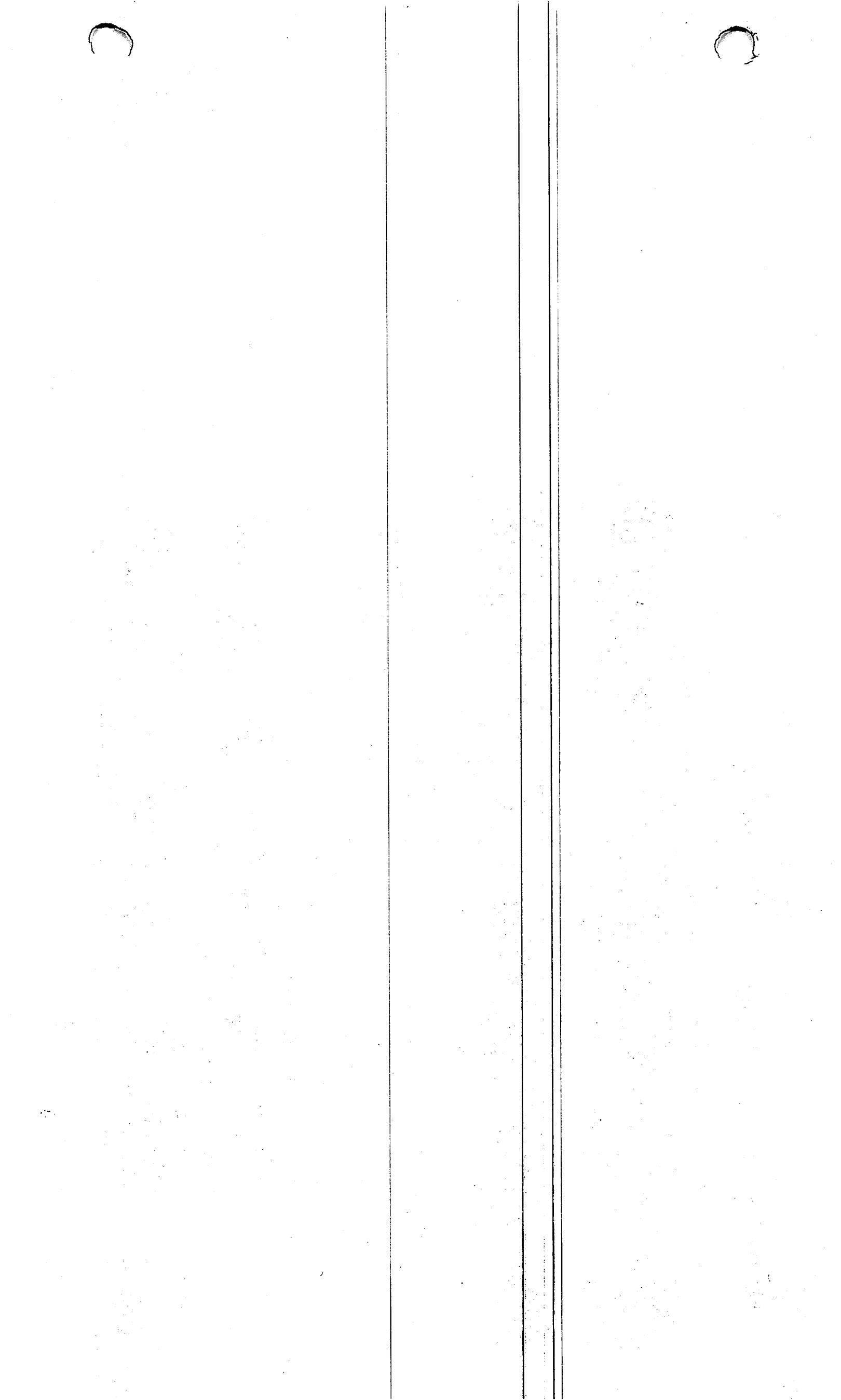
Speaking out for the trucking firms and the problems a ban would cause, Wade Neils of Ver-

nal, said "If you ban trucks, we'll have to use bobtails (trucks) and if you ban my bobtails, we'll send it in in pickups."

Heber Valley resident Roger Mahoney said if there is a ban on trucks, Tri-Valley Distributors would move to St. George.

"We plead with you not to ban our trucks in Provo Canyon," he said. "Ban interstate truck travel and it's going to hurt Heber."

Farrel Larson, speaking in behalf of trucking, said, "There are only three things that don't come into Utah County that doesn't arrive by truck — air, water and electricity."



CANYON

Continued from B1

mission in June said a truck ban was not justified based on safety, air quality or noise concerns. Last March Utah Attorney General Paul Van Dam issued an opinion saying Utah may be able to ban interstate truck traffic from U.S. 189 through Provo Canyon if it can show the traffic presents a substantial safety or health hazard and that rerouting them will not create an undue burden on truckers.

Before making a final decision on UDOT's recommendation, the commission wanted public input on the matter. About 150 people turned out for the hearing at Mountain View High School.

"Never have we received so much pressure on an issue as we have on this one," said Commission Chairman Sam Taylor.

Taylor said the commission will review a transcript of Thursday night's hearing and take final action on the issue within 30 days.

Richard Manser, UDOT urban planning engineer, reviewed findings of the truck study the department conducted last March. That

Opinions fly at hearing on interstate trucking ban

■ Provo Canyon: Utah Transportation Commission will review transcript, take final action within 30 days.

By Brooke Adams
Deseret News staff writer

9-27-91

OREM — The Utah Transportation Commission received three opinions, none of them surprising, on banning interstate truck traffic from Provo Canyon during a public hearing Thursday night.

Truck drivers want trucks to stay in the canyon. Residents of Salt Lake County who live near the proposed diversion route want trucks to stay in Provo Canyon. And residents of Provo and Orem want interstate trucks banned.

A sampling of each opinion:

- Norm Simms, chairman of the United Association of Community Councils, which represents the unincorporated areas of Salt Lake County, said Utah County residents are attempting to transfer the air quality and noise problems associated with trucks to Salt Lake County residents. "Don't transpose an insignificant problem from Provo Canyon to a problem that already exists in Salt Lake County," he said.

- Trucks pose a safety and air quality hazard, and allowing them to use Provo Canyon as a main travel corridor is inconsistent with the canyon's recreational and scenic attractions, said Walter Sive, general manager of Sundance Enterprises. "The communities of Provo and Orem are areas that have a particularly special quality of life," Sive said. "It would be a shame to squander both of these just to allow a few trucks to arrive at their destination just a few minutes earlier."

- Roger Mahoney, operations manager for Tri Valley Distributors in Heber, said banning trucks from Provo Canyon would cause his firm to relocate to St. George. "We plead with you not to ban our trucks out of Provo Canyon," he said. "If you ban interstate trucks it is going to greatly effect our economy in Heber Valley" due to lost fuel and lodging sales.

A study by the Utah Department of Transportation presented to the com-

Please see CANYON on B2

Two vehicles involved in Provo Canyon accident

Details were sketchy as of press time today about two vehicles involved in an accident in Provo Canyon at 9:25 this morning. At least one of the vehicles was known to have entered the Provo River but preliminary reports indicate all inside got out of the vehicle safely.

ARSON INVESTIGATION — Springville Fire Chief Phil Whitney said an investigation into the cause of a Thursday house fire, believed to be arson, may continue

for months.

"There were no flammables inside the structure but all signs indicate it was deliberately set," said Whitney. "These types of investigations can last for months."

Whitney said the fire initiated in the basement of the home located at 340 Brookside Drive, Springville. It was reported at 2:47 a.m. Thursday.

tion with the theft of a vehicle Saturday night in Provo.

Fraser said the owner of a vehicle was returning to his car in the Albertson's parking lot, 560 W. Center, when he saw two people in it. When he reached the car, the people inside locked the doors and drove off.

He called police and the vehicle was found two hours later in Price. Arrested was an Illinois man, Steven Boyer and Lori Dacanay of South Carolina. Fraser described the two as drifters.

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STOLEN VEHICLE — Provo Capt. Duane Fraser said two people have been arrested in connec-

SPILL

Continued from A1

CHEMICAL SPILL

Tanker truck rolls down bank, spills goo into river

By Dennis Romboy
Deseret News staff writer
6/8/92

PROVO — Ammonium nitrate oozed into the Provo River early Monday morning from a tanker truck that overturned and landed in the water about five miles from the mouth of Provo Canyon.

Officials shut off the Jordan aqueduct to Orem and Salt Lake County about 4 a.m. Water for those areas is being drawn from Deer Creek Reservoir through the Salt Lake aqueduct, which was not affected by the spill.

Provo Fire Capt. Dave Nielson said 46,000 pounds of ammonium nitrate was mixed with diesel oil in the tanker. The dull red, gel-like substance was splattered across the tanker. Globs of gel dropped into the river. Hazardous materials workers didn't know how much ammonium nitrate drained into the river.

Contaminated water likely didn't reach any homes. Workers drew water samples to determine how far downriver the chemical



STUART JOHNSON, DESERET NEWS

Ammonium nitrate mixed with diesel oil oozes into the Provo River from chemical tanker about five miles from the mouth of Provo Canyon.

flowed.

"There is a chance that it is in the piping system, but it didn't get to the treatment station," said Daryl Devey, Bonneville area operations and maintenance coordinator for the Central Utah Water Conservancy District. The treat-

ment plant in Bluffdale sends drinking water through the Jordan aqueduct, one of Salt Lake County's two major water carriers. Orem's water also flows through the aqueduct.

While drawing from the Salt Lake aqueduct, the county has a

four-day water supply, said Dave Ovard, general manager for the Salt Lake County Water Conservancy District.

"I don't think we're panicking at this point. We're kind of watching it very closely," Ovard said.

The tanker plunged into the

river about 2:30 a.m. Monday after the driver, Tracy Stephens, 46, lost control. Utah Highway Patrol Trooper Dave Sheen said Stephens told him the load in the tanker shifted as he went around a curve

See SPILL on A2

eastbound in the canyon. The tanker separated from the tractor, rolled down a 10-foot embankment and landed in about 3 feet of water.

The tractor landed on its wheels in the river just ahead of the tanker. Stephens was not injured.

Police blocked off Provo and American Fork canyons from 3 a.m. to 7 a.m. The Alpine Loop connects the two canyons.

Stephens was transporting the ammonium nitrate for Buckley Powder Co. from IRECO Inc. in West Jordan to Colorado.

Nielson, the Provo Hazardous Material Response Team leader, said emergency crews initially worried that the substance might explode. An oxydizer, ammonium nitrate enhances explosives.

After surveying the situation, crews determined "it wasn't as hazardous as we originally thought."

"The biggest concern was that it was getting into the water," Nielson said. Diesel oil will slightly dissolve in the water, Nielson said.

A Division of Wildlife Resources spokesman said the oil would be toxic to fish.

Wildlife habitat manager John Fairchild, who checked the river Monday morning, said he didn't see any evidence of fish kill.

Utah County Fire Marshal Tom Wroe said county ordinances require the trucking company to pay for the cleanup.

and getting involved in accidents in the early hours on Sunday

Although both genders and all age groups from age 15 and older appeared in the statistics, young men were more likely to be involved in alcohol-related fatal crashes.

Last year, 10 percent of the drivers involved in alcohol-related fatal crashes were males under age

